OHIO PUBLIC WORKS COMMISSION

65 East State Street, Suite 312
Columbus, Ohio 43215
(614) 466-0880

CB320

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 6/90

IMPORTANT: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

APPLICANT NAME ANDERSON TOWNSHIP TRUSTEES
STREET 7954 Beechmont Avenue
Cincinnati, Oh
CITY/ZIP 45255-3192

PROJECT NAME BARTELS ROAD
PROJECT TYPE Rehabilitation
TOTAL COST $ 190,000

DISTRICT NUMBER -2-
COUNTY HAMILTON

PROJECT LOCATION ZIP CODE 45244

90 SEP 14 P3:11
OFFICE OF THE COUNTY ENGINEER

DISTRICT FUNDING RECOMMENDATION
To be completed by the District Committee ONLY

RECOMMENDED AMOUNT OF FUNDING: $ 170,000.00

FUNDING SOURCE (Check Only One):

State Issue 2 District Allocation
- X Grant
- ____ Loan
- ____ Loan Assistance

- ____ State Issue 2 Small Government Fund
- ____ State Issue 2 Emergency Funds
- ____ Local Transportation Improvement Fund

FOR OPWC USE ONLY

OPWC PROJECT NUMBER: _____ OPWC FUNDING AMOUNT: $_____

1.0 APPLICANT INFORMATION

1.1	CHIEF EXECUTIVE OFFICER	Robert W. Dorsey
	TITLE	Board President
	STREET	7954 Beechmont Avenue
		Cincinnati, OH
	CITY/ZIP	45255
	PHONE	(513) 474 - 5560
	FAX	( ) -
1.2	CHIEF FINANCIAL OFFICER	William Skeen
	TITLE	Clerk
	STREET	7954 Beechmont Avenue
		Cincinnati, OH
	CITY/ZIP	45255
	PHONE	(513) 474 - 5080
	FAX	( ) -
1.3	PROJECT MGR	David Sparke
	TITLE	Road Superintendent
	STREET	7954 Beechmont Avenue
		Cincinnati, OH
	CITY/ZIP	45255
	PHONE	(513) 474 - 5080
	FAX	( ) -
1.4	PROJECT CONTACT	See 1.3
	TITLE	
	STREET	
	CITY/ZIP	
	PHONE	( ) -
	FAX	( ) -
1.5	DISTRICT LIAISON	William Brayshaw, PE, PS
	TITLE	Chief Deputy Engineer
	STREET	Hamilton County Engineer
		223 West Galbraith Road
	CITY/ZIP	Cincinnati, OH 45215
	PHONE	(513) 761 - 7400
	FAX	(513) 761 - 9127

2.0 PROJECT INFORMATION

IMPORTANT: If project is multi-jurisdictional in nature, information must be consolidated for completion of this section.

2.1 **PROJECT NAME:** BARTELS ROAD REHABILITATION

2.2 **BRIEF PROJECT DESCRIPTION - (Sections A through D):**

A. **SPECIFIC LOCATION:**

From Clough Pike, Northwestwardly to Newtown Road

B. **PROJECT COMPONENTS:**

1. Removal of base and surface course
2. Minor hump removal
3. Minor widening
4. Subgrade compaction
5. Underdrain installation
6. 301 Asphaltic concrete base
7. 404 Asphaltic concrete surface
8. Berm reconstruction

C. **PHYSICAL DIMENSIONS/CHARACTERISTICS:**

1640' long
24' average width
Asphalt pavement

D. **DESIGN SERVICE CAPACITY:**

IMPORTANT: Detail shall be included regarding current service capacity vs proposed service level. If road or bridge project, include ADT. If water or wastewater project, include current residential rates based on monthly usage of 7,756 gallons per household.

This road currently serves two schools and is a major thoroughfare connecting Newtown Road to Clough Pike (7372 A.D.T.) It was originally designed to serve only the schools but a signalized intersection (installed by County government) has greatly increased its traffic load. It was last worked on 17 years ago when the schools were built.

2.3 **REQUIRED SUPPORTING DOCUMENTATION**

(Photographs/Additional Description; Capital Improvements Report; Priority List; 5-year Plan; 2-year Maintenance of Effort report, etc.) Also discuss the number of temporary and/or fulltime jobs which are likely to be created as a result of this project. Attach Pages. Refer to accompanying instructions for further detail.

3.0 PROJECT FINANCIAL INFORMATION

3.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

a)	Project Engineering Costs:	
	1. Preliminary Engineering	$
	2. Final Design	$
	3. Construction Supervision	$
b)	Acquisition Expenses	
	1. Land	$
	2. Right-of-Way	$
c)	Construction Costs	$ 175,000
d)	Equipment Costs	$
e)	Other Direct Expenses	$
f)	Contingencies	$ 15,000
g)	**TOTAL ESTIMATED COSTS**	$ 190,000

3.2 PROJECT FINANCIAL RESOURCES (Round to Nearest Dollar and Percent)

		Dollars	%
a)	Local In-Kind Contributions*	$	
b)	Local Public Revenues	$ 20,000	10
c)	Local Private Revenues	$	
d)	Other Public Revenues		
	1. ODOT	$	
	2. FMHA	$	
	3. OEPA	$	
	4. OWDA	$	
	5. CDBG	$	
	6. Other _____	$	
e)	OPWC Funds		
	1. Grant	$ 170,000	90
	2. Loan	$	
	3. Loan Assistance	$	
f)	**TOTAL FINANCIAL RESOURCES**	$ 190,000	100

* If the required local match is to be 100% In-Kind Contributions, list source of funds to be used for retainage purposes:

3.3 AVAILABILITY OF LOCAL FUNDS

Indicate the status of <u>all</u> local share funding sources listed in section 3.2(a) through 3.4(c). In addition, if funds are coming from sources listed in section <u>3.2(d)</u>, the following information <u>must be attached to this project application</u>:

1) The date funds are available;
2) Verification of funds in the form of an agency approval letter or agency project number. Please include the name and number of the agency contact person.

3.4 PREPAID ITEMS

Definitions:

Cost -	Total Cost of the Prepaid Item.
Cost Item -	Non-construction costs, including preliminary engineering, final design, acquisition expenses (land or right-of-way).
Prepaid -	Cost items (non-construction costs directly related to the project), paid prior to receipt of fully executed Project Agreement from OPWC.
Resource Category -	Source of funds (see section 3.2).
Verification -	Invoice(s) and copies of warrant(s) used to for prepaid costs, accompanied by Project Manager's Certification (see section 1.4).

IMPORTANT: Verification of all prepaid items shall be attached to this project application.

	COST ITEM	RESOURCE CATEGORY	COST
1)	_____	_____	$_____
2)	_____	_____	$_____
3)	_____	_____	$_____

TOTAL OF PREPAID ITEMS $_____

3.5 REPAIR/REPLACEMENT or NEW/EXPANSION

This section need only be completed if the Project is to be funded by SI2 funds:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	$ 190,000	100 %
State Issue 2 Funds for Repair/Replacement (Not to Exceed 90%)	$ 170,000	90
TOTAL PORTION OF PROJECT NEW/EXPANSION	$ 0	0 %
State Issue 2 Funds for New/Expansion (Not to Exceed 50%)	$ 0	0

4.0 PROJECT SCHEDULE

		ESTIMATED START DATE	ESTIMATED COMPLETE DATE
4.1	**ENGR. DESIGN**	1 / 1 / 91	5 / 31 / 91
4.2	**BID PROCESS**	6 / 1 / 91	6 / 30 / 91
4.3	**CONSTRUCTION**	7 / 1 / 91	12 / 31 / 91

5.0 APPLICANT CERTIFICATION

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies that: (1) he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code and 164-1 of the Ohio Administrative Code; (2) that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; (3) that all official documents and commitments of the applicant that are a part of this application have been duly authorized by the governing body of the Applicant; (4) and, should the requested financial assistance be provided, that in the execution of this project, the Applicant will comply with all assurances required by Ohio law, including those involving minority business utilization, Buy Ohio, and prevailing wages.

IMPORTANT: Applicant certifies that physical construction on the project as defined in this application has not begun, and will not begin, until a Project Agreement on this project has been issued by the Ohio Public Works Commission. Action to the contrary is evidence that OPWC funds are not necessary to complete this project.

IMPORTANT: In the event of a project cost underrun, applicant understands that the identified local match share (sections 3.2(a) through 3.2(c) will be paid in full toward completion of this project. Unneeded OPWC funds will be returned to the funding source from which the project was financed.

Henry Dolive, Administrator
Certifying Representative (Type Name and Title)

Henry C Dolive 9/14/90
Signature/Date Signed

Applicant shall check each of the statements below, confirming that all required information is included in this application:

✓ A five-year Capital Improvements Report as required in 164-1-31 of the Ohio Administrative Code and a two-year Maintenance of Local Effort Report as required in 164-1-12 of the Ohio Administrative Code.

✓ A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.

✓ A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. Estimate shall contain engineer's original seal and signature.

✓ A certified copy of the legislation by the governing body of the applicant authorizing a designated official to submit this application and to execute contracts.

YES / ✓ N/A A copy of the cooperation agreement(s) (for projects involving more than one subdivision or district).

YES / ✓ N/A Copies of all invoices and warrants for those items identified as "pre-paid" in section 4.4 of this application.

6.0 DISTRICT COMMITTEE CERTIFICATION

The District Integrating Committee for District Number 2 Certifies That:

As the official representative of the District Public Works Integrating Committee, the undersigned hereby certifies: that this application for financial assistance as provided under Chapter 164 of the Ohio Revised Code has been duly selected by the appropriate body of the District Public Works Integrating Committee; that the project's selection was based entirely on an objective, District-oriented set of project evaluation criteria and selection methodology that are fully reflective of and in conformance with Ohio Revised Code Sections 164.05, 164.06, and 164.14, and Chapter 164-1 of the Ohio Administrative Code; and that the amount of financial assistance hereby recommended has been prudently derived in consideration of all other financial resources available to the project. As evidence of the District's due consideration of required project evaluation criteria, the results of this project's ratings under such criteria are attached to this application.

DONALD C. SCHRAMM, CHAIRMAN DISTRICT #2 INTEGRATING COMMITTEE

Certifying Representative (Type Name and Title)

Donald C. Schramm 11/2/90

Signature/Date Signed

ANDERSON TOWNSHIP
7954 Beechmont Ave
Cincinnati, Ohio 45255-3192

ROAD MAINTENANCE
5 YEAR CAPITAL IMPROVEMENTS
FUNDING

1991--------$400,000.00

1992--------$425,000.00

1993--------$450,000.00

1994--------$475,000.00

1995--------$500,000.00

This is to certify that this is the anticipated level of spending for Road Maintenance, Capital Improvements, for Anderson Township.

William C. Skeen

William C. Skeen, Clerk

URBAN PROJECTED PROGRAM COSTS

($ = 1000)

STRATEGY	YEAR1	YEAR2	YEAR3	YEAR4	YEAR5
A. ROUTINE MAINTENANCE	37.35	40.56	45.71	51.45	54.36
B. PREVENTIVE MAINTENANCE	84.93	84.85	64.61	54.16	45.50
C. EMERGENCY REPAIRS	7.28	2.26	1.11	0.47	0.00
D. REHABILITATION	229.17	229.35	229.47	229.32	228.91
E. RECONSTRUCTION	189.37	189.18	187.80	184.66	99.19
*** TOTAL ***	548.35	546.39	548.71	520.07	427.95

ANDERSON TOWNSHIP
2 YEAR MAINTENANCE
OF LOCAL EFFORT REPORT

ANDERSON TOWNSHIP
Maintenance Department
Resurfacing jobs done in the year 1988

Road name	Road numb	Length (miles)	Description of job
CLE ROAD	042	0.36	EDGE GRIND, 412 OVERLAY ENTIRE LENGTH
TAMAC CIRCLE	062	0.06	FULL WIDTH GRIND, CURB REPAIR, 412 OVERLAY ENTIRE LENGTH
RCAROL LANE	063	0.05	FULL WIDTH GRIND, CURB REPAIR, 412 OVERLAY ENTIRE LENGTH
OTTY COURT	088	0.15	GRIND, FULL DEPTH REPAIR, CURB REPAIR, 1 1/2" 412 OVERLAY
ARTHSIDE LANE	156	0.06	GRIND, CURB REPAIR, FULL DEPTH REPAIR, 412 OVERLAY
RNKEY COURT	164	0.23	GRIND, CURB REPAIR, 412 OVERLAY, ENTIRE LENGTH
LIDAY HILLS DRIVE	166	0.45	CURB REPAIR, FULL DEPTH REPAIR, 412 OVERLAY ENTIRE LENGTH
YAL3REEN DRIVE	167	1.00	GRIND EDGES, 412 OVERLAY, CLOUGH TO CONCRETE SECTION
YEROVE DRIVE	198	0.24	1 1/2" 412 OVERLAY, RUSTICWOOD TO 8108
9GROVE DRIVE	198	0.32	412 OVERLAY, ENDOVALLEY TO 8108
TE HOUSE LANE	251	0.34	GRIND EDGES, 412 OVERLAY ENTIRE LENGTH
KENNY DRIVE	301	0.28	FULL DEPTH REPAIR, 412 OVERLAY ENTIRE LENGTH
NBERRY DRIVE	359	0.15	GRIND EDGES, 412 OVERLAY ENTIRE LENGTH

Total length for this year: 3.69 miles

ANDERSON TOWNSHIP
Maintenance Department
Resurfacing jobs done in the year 1999

Road name	Road numb	Length (miles)	Description of job
OWEN STREET	015	0.09	2" 404 OVERLAY WOLFANGEL WESTWARD TO END
OLLINSDALE	020	0.20	2" 404 OVERLAY GUNGADIN TO HALFCIRCLE
EASON STREET	021	0.12	CRACK SEAL AND SLURRY SEAL WITH TYPE 2, SALEM SOUTH TO NEW SECTION
RCHARD DRIVE	034	0.13	CRACK SEAL AND SLURRY SEAL WITH TYPE 2, CORP. LINE TO END
URNS AVENUE	046	0.10	CRACK SEAL AND SLURRY SEAL WITH TYPE 2, ENTIRE LENGTH
EANNIE AVENUE	049	0.26	GRIND ENTIRE WIDTH, 2" 404 OVERLAY JOETTA EASTWARD TO DEAD END
ANCELOT DRIVE	050	0.03	CRACK SEAL AND SLURRY SEAL WITH TYPE 2, FROM NEW SECTION TO FINNEGAN
DRESTLAKE DRIVE	053	0.42	CRACK SEAL AND SLURRY SEAL WITH TYPE 2, ENTIRE LENGTH
DEETREE LANE	054	0.57	CRACK SEAL AND SLURRY SEAL USING TYPE 2, EASTLAND WESTWARDLY
OWERVIEW	055	0.26	CRACK SEAL AND SLURRY SEAL WITH TYPE 2, ENTIRE LENGTH
ARRY JOE DRIVE	056	0.14	CRACK SEAL AND SLURRY SEAL WIHT TYPE 2, ENTIRE LENGTH
VANOR LANE	057	0.15	GRIND 6' BOTH SIDES, 2" 404 OVERLAY CLOUGH TO NEW SECTION
CLITTLE LANE	058	0.10	CRACK SEAL AND SLURRY WITH TYPE 2, ENTIRE LENGTH
KITZ	059	0.22	CRACK SEAL AND SLURRY SEAL USING TYPE 2, ENTIRE LENGTH
ETTA DRIVE	061	0.14	GRIND ENTIRE WIDTH, 2" 404 OVERLAY ENTIRE LENGTH
SZO DRIVE	064	0.09	CRACK SEAL AND SLURRY SEAL WITH TYPE 2, NORDYKE TO CLERMONT CO. LINE
NNEGAN	068	0.15	CRACK SEAL AND SLURRY SEAL WITH TYPE 2, ENTIRE LENGTH
CSARB LANE	070	0.07	CRACK SEAL AND SLURRY SEAL WITH TYPE 2 FROM MT CARMEL ROAD TO CLER. C
RPINHILLS DRIVE	075	0.44	GRIND 6' BOTH SIDES, 2" 404 OVERLAY CLOUGH TO SADDLEBACK
ATHERWOOD LANE	077	0.25	CRACK SEAL AND SLURRY SEAL WITH TYPE 2, ENTIRE LENGTH
TTLE JOHN	082	0.02	2" 404 OVERLAY ENTIRE LENGTH
PLE BLOSSOM LANE	087	0.17	CRACK SEAL AND SLURRY SEAL WITH TYPE 2 FROM MT. CARMEL TO CLERCO. LIN
ERDAYL LANE	092	0.14	CRACK SEAL AND SLURRY SEAL TYPE 2 FROM ASBURY TO CONCRETE SECTION
RNSDALE COURT	093	0.07	2" 404 OVERLAY, ENTIRE LENGTH
NNINGER LANE	101	0.39	CRACK SEAL AND SLURRY SEAL WITH TYPE 2, ENTIRE LENGTH
RKINSHAW LANE	106	0.22	CRACK SEAL AND SLURRY SEAL WITH TYPE 2, ENTIRE LENGTH
IRRUP ROAD	120	0.43	GRIND 6' BOTH SIDES, 2" 404 OVERLAY SADDLEBACK TO NEWTOWN
NETTE DRIVE	124	0.29	CRACK SEAL AND SLURRY SEAL USING TYPE 2, ENTIRE LENGTH
LF CIRCLE	133	0.08	2" 404 OVERLAY STATE TO END
RIBILL PLACE	152	0.15	GRIND 6' BOTH SIDES, 2" 404 OVERLAY ENTIRE LENGTH
D CHAPEL DRIVE	157	0.33	GRIND FULL WIDTH, 2" 404 OVERLAY POND RUN TO CUL-DE-SAC
REBIDE DRIVE	172	0.33	GRIND 6' BOTH SIDED, 2" 404 OVERLAY ENTIRE LENGTH
TTON AVENUE	173	0.09	GRIND 6' BOTH SIDES, 2" 404 OVERLAY ENTIRE LENGTH
RTHPORT DRIVE	177	0.85	CRACK SEAL AND SLURRY SEAL WITH TYPE 2, ENTIRE LENGTH
NE BLUFF LANE	194	0.60	CRACK SEAL ANFD SLURRY SEAL WITH TYPE 2, ENTIRE LENGTH
OVISTA DRIVE	203	0.22	CRACK SEAL AND SLURRY SEAL WITH TYPE 2, ENTIRE LENGTH
HANZA LANE	211	0.16	CRACK SEAL AND SLURRY SEAL WITH TYPE 2, ENTIRE LENGTH
GUERA PLACE	212	0.11	CRACK SEAL AND SLURRY SEAL WITH TYPE 2, ENTIRE LENGTH
MMITRIDGE DRIVE	223	0.35	CRACK SEAL AND SLURRY SEAL WITH TYPE 2, ENTIRE LENGTH
ATHERGLEN DRIVE	238	0.59	CRACK SEAL AND SLURRY SEAL WITH TYPE 2, ENTIRE LENGTH
PITOL DRIVE	252	0.23	CRACK SEAL AND SLURRY SEAL WITH TYPE 2, ENTIRE LENGTH
GNEGATE DRIVE	264	0.25	CRACK SEAL AND SLURRY SEAL USING TYPE 2, ENTIRE LENGTH
BLE COURT	265	0.09	CRACK SEAL AND SLURRY SEAL WITH TYPE 2, ENTIRE LENGTH
CKTHORN DRIVE	278	0.28	CRACK SEAL AND SLURRY SEAL WITH TYPE 2, ENTIRE LENGTH
VIEW COURT	280	0.06	CRACK SEAL AND SLURRY SEAL WITH TYPE 2, ENTIRE LENGTH
KESON DRIVE	284	0.30	CRACK SEAL AND SLURRY SEAL WITH TYPE 2, NORTHPORT TO BETHANY
INET CIRCLE	288	0.22	CRACK SEAL AND SLURRY SEAL WITH TYPE 2, ENTIRE LENGTH
IRHOUSE DRIVE	309	0.38	CRACK SEAL AND SLURRY SEAL WITH TYPE 2, LITTLEDRY RUN TO WHITEHOUSE

ANDERSON TOWNSHIP
Maintenance Department
Resurfacing jobs done in the year 1989

Road name	Road numb	Length (miles)	Description of job
OODSTONE DRIVE	312	0.39	CRACK SEAL AND SLURRY SEAL USING TYPE 2, ENTIRE LENGTH

Total length for this year: 11.72 miles

ANDERSON TOWNSHIP
Maintenance Department
Resurfacing jobs done in the year 1990

Road name	Road numb	Length (miles)	Description of job
L ROAD	005	0.11	CRACK SEAL & TYPE II SLURRY SEAL, NORTH OF BEECHMONT
RTHA ROAD	006	0.10	CRACK SEAL & TYPE II SLURRY SEAL, ENTIRE LENGTH
ANLEY ROAD	007	0.18	CRACK SEAL & TYPE II SLURRY SEAL, ENTIRE LENGTH
YCLIFF PLACE	013	0.32	CRACK SEAL & TYPE II SLURRY SEAL, ENTIRE LENGTH
ELYN DRIVE	022	0.07	CRACK SEAL & TYPE II SLURRY SEAL, ENTIRE LENGTH
DGES ROAD	026	0.72	OVERLAY WITH 2" 404 ENTIRE LENGTH
-ROY ROAD	027	0.04	CRACK SEAL & TYPE II SLURRY SEAL, ENTIRE LENGTH
-ROY PLACE	028	0.07	CRACK SEAL & TYPE II SLURRY SEAL, ENTIRE LENGTH
ETTA DRIVE	045	0.43	2" 404 OVERLAY, FROM SALEM SOUTHWARD 2280'
ZAVIEW COURT	089	0.09	2" 404 OVERLAY ENTIRE LENGTH
HOLLOW	090	0.02	2" 404 OVERLAY ENTIRE LENGTH
AR TUCK LANE	095	0.07	2" 404 OVERLAY ENTIRE LENGTH
XSLEY DRIVE	102	0.09	2" 404 OVERLAY ENTIRE LENGTH
RWAY	117	0.17	2" 404 OVERLAY, ENTIRE LENGTH
WOODIE DRIVE	128	0.20	2" 404 OVERLAY, SOUTH SIDE OF BENNET
ALEREEN DRIVE	167	0.32	2" 404 OVERLAY, NORTHWARD 1695' FROM HUNLEY
CORDRIDGE DRIVE	175	0.25	2" 404 OVERLAY ENTIRE LENGTH
ILTONHILLS DRIVE	176	0.28	2" 404 OVERLAY ENTIRE LENGTH, CONCORDRIDGE TO POND RUN
GUOISE DRIVE	181	0.25	CRACK SEAL & TYPE II SLURRY SEAL, ENTIRE LENGTH
LOWGLEN DRIVE	184	0.61	CRACK SEAL & TYPE II SLURRY SEAL, 100 FT S. OF SIGMA CIRCLE TO PATTON
LTREE DRIVE	188	0.35	CRACK SEAL & TYPE II SLURRY SEAL, SUMMITRIDGE TO NORTHPORT
KHURST LANE	192	0.34	CRACK SEAL AND TYPE II SLURRY SEAL, ENTIRE LENGTH
MITHILLS DRIVE	193	0.36	CRACK SEAL & TYPE II SLURRY SEAL, NORTHPORT N. 4419'
IMENT DRIVE	208	0.14	2" 404 OVERLAY, ENTIRE LENGTH
HERIDGE DRIVE	229	0.56	2" 404 OVERLAY, BURNEY TO JEANNIE
STERTON WAY	230	0.15	2" 404 OVERLAY, ENTIRE LENGTH
ATE COURT	253	0.14	CRACK SEAL & TYPE II SLURRY SEAL, ENTIRE LENGTH
EE DRIVE	261	0.32	2" 404 OVERLAY, FROM LITTLE DRY RUN S. & E. 1742'
RUN AVENUE	266	0.17	2" 404 OVERLAY, ENTIRE LENGTH
CHATEAU DRIVE	289	0.37	CRACK SEAL & TYPE II SLURRY SEAL, ENTIRE LENGTH
RIDGE COURT	290	0.08	CRACK SEAL & TYPE II SLURRY SEAL, ENTIRE LENGTH
RIDGE DRIVE	291	0.13	CRACK SEAL & TYPE II SLURRY SEAL, ENTIRE LENGTH
FORT COURT	292	0.10	CRACK SEAL & TYPE II SLURRY SEAL, ENTIRE LENGTH
RHOUSE DRIVE	309	0.11	CRACK SEAL & TYPE II SLURRY SEAL, ENTIRE LENGTH
HAVEN DRIVE	313	0.34	CRACK SEAL & TYPE II SLURRY SEAL, ENTIRE LENGTH
YWOODS DRIVE	314	0.17	CRACK SEAL & TYPE II SLURRY SEAL, ENTIRE LENGTH

Total length for this year: 8.22 miles

ANDERSON TOWNSHIP

Hamilton County, Ohio

7954 Beechmont Avenue
Cincinnati, Ohio 45255-3192

November 1, 1990

Issue 2 Integrating Committee
Attn: Mr. Joseph Hipfel
Hamilton County Engineer's Office
700 County Administration Bldg.
138 East Court Street
Cincinnati, OH 45202-1258

Dear Mr. Hipfel/Committee Members:

It is our understanding that the Anderson Township Board of Trustees will be awarded Issue 2 funding for the rehabilitation of Bartels Road and that, per the structure of these awards, the committee needs confirmation of 10% local matching funds.

I hereby confirm that, as required by the grant, the Anderson Township Board of Trustees plans to designate approximately $20,000 of road repair money to match $180,000 of awarded Issue 2 funding to meet the anticipated Bartels project cost of $200,000.

We appreciate the consideration the committee has shown us this year through this funding. If you have any questions, please call our Township Administrator Henry Dolive or our Road Superintendent Dave Sparke.

Sincerely,

Robert W. Dorsey
President
Board of Trustees

Recommended streets for Issue 2 submission

BARTELS ROAD

Length 1640 ft. Average width 24 ft. Asphalt pavement

TRAFFIC COUNT

December 5th, 5629 vehicles. December 6th 6582 vehicles
Average for 24 hr. period 6106 vehicles

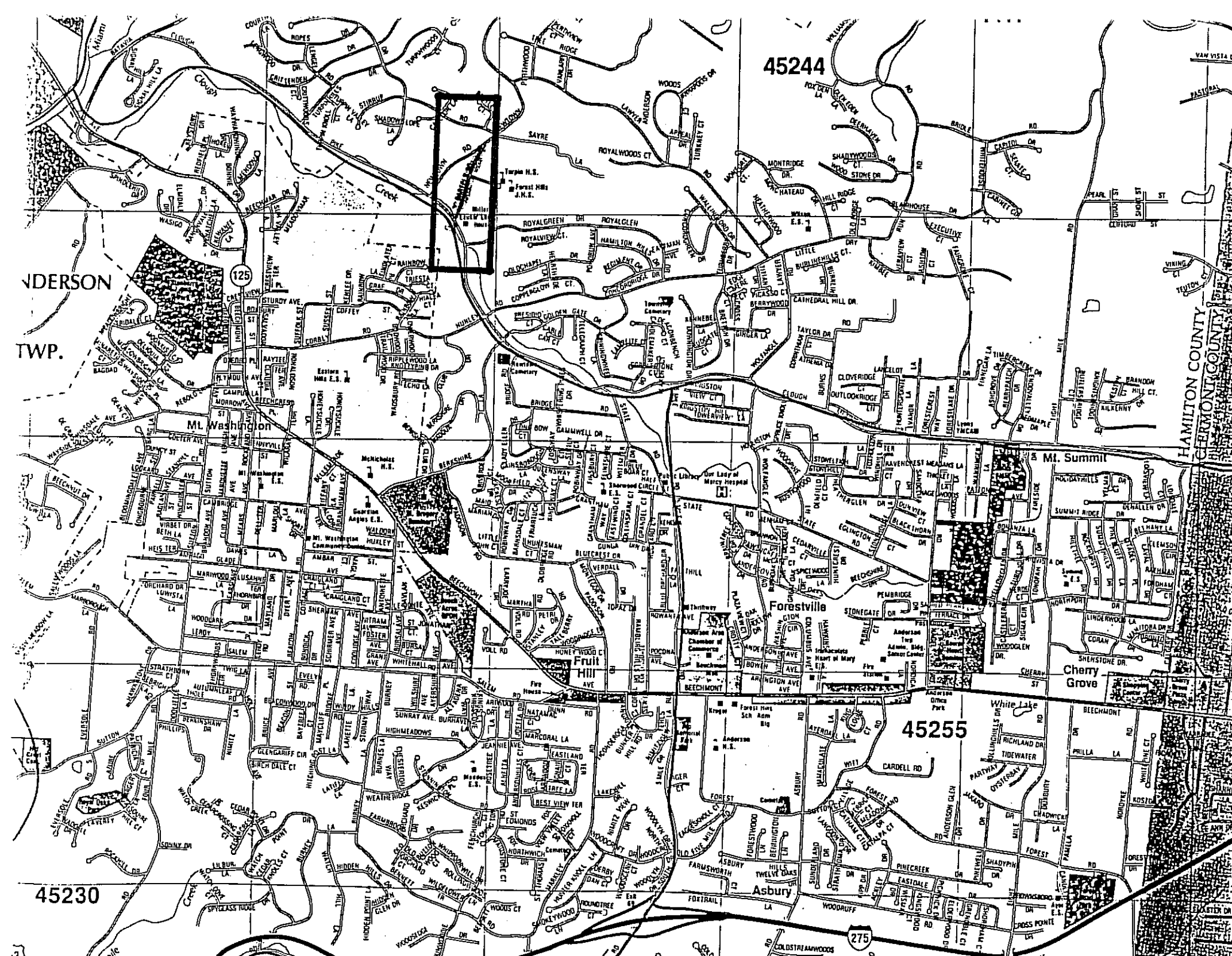
This street is being recommended for consideration since it serves multi-jurisdictions including 2 schools. Since the installation of a traffic signal at the intersection of Clough and Bartels there has been a large increase in traffic. Residents of Anderson Township, Cincinnati and the surrounding communities are users of this road.

Type of repairs recommended

The repairs that have been considered for Bartels Road are removal of the existing surface and base course to a depth of one foot. Re-compaction of the sub-base and installation of underdrains. Replacement of the roadway would be using 6" of 301 asphaltic concrete with a new wear course consisting of 4" of 404 asphaltic concrete. Berm reconstruction would also be included.

Estimated quantities and costs

Removal of base and surface course.	1500 cu/yds	$18000.00
Subgrade compaction	4400 sq/yds	5000.00
Underdrain installation	3000 ln/ft	45000.00
301 asphaltic concrete base	750 cu/yds	45000.00
404 asphaltic concrete surface	500 cu/yds	25000.00
Berm reconstruction	365 cu/yds	10950.00
	TOTAL	$148950.00


45244
NDERSON
TWP.
Mt. Washington
Mt. Summit
Forestville
Fruit Hill
Cherry Grove
45255
45230
Asbury
White Lake
HAMILTON COUNTY
CLERMONT COUNTY
125
275

ANDERSON TOWNSHIP BOARD OF TRUSTEES

August 30, 1990

MOTION: The Board of Trustees of Anderson Township authorizes David Sparke, Road Superintendent, to apply for Issue 2 funds to supplement the Community Development funding for upgrading the subdivision containing Brook , Sherman, Schermer, and Coolidge roads and also for the rehabilitation of Bartels Road.

CERTIFICATION

I, William C. Skeen, Clerk of Anderson Township, hereby certify that the foregoing Motion was approved by unanimous vote of the Trustees of Anderson Township on the 30th day of August 1990.

William C. Skeen

William C. Skeen
ANDERSON TOWNSHIP

ANDERSON TOWNSHIP

Hamilton County, Ohio
7954 Beechmont Avenue
Cincinnati, Ohio 45255-3192

August 22, 1990

Donald Schramm, P.E., P.S.
Hamilton County Engineer
138 E. Court St. Rm 800
Cincinnati, Ohio 45202

RE: Bartels Road Truck Ban,

Dear Don:

In 1988 your department installed a traffic signal at the intersection of Bartels Road and Clough Pike. The installation of this signal put an excessively high traffic load on a township road that was primarily an access road for the schools, (A.D.T. 7237). This installation not only increased regular vehicular traffic but also encouraged the majority of the trucks coming from the gravel and asphalt facilities in Newtown to take advantage of the signalized intersection.

After a short period of time following your installation of the traffic signal, we began to notice that the asphalt surface was beginning to creep because of the heavy trucks. Because of this damage, the Board of Trustees of Anderson Township, on July 21, 1988, placed a truck ban on Bartels Road to prevent any further damage.

We have just recently been told that this ban may have no value for our Issue 2 applications even though it was in effect before Issue 2 criteria were established. Now it seems that only engineering bans are assured of being counted in assessing Issue 2 points. We would like your commitment that this interpretation will not stand in the case of Bartels Road.

In June of this year this situation was discussed with Joe Hipfel of your office and he felt that the Trustees ban would be acceptable - but also said he would follow up and let Dave Sparke know if any other action would be needed. Now, when we receive the 1991 funding applications for Issue 2, we read that all bans must be of an engineering nature, a criterion which was never mentioned on previous applications. On August 17th, Mr Sparke again called and talked to Mr. Tim Gilday and was told an engineering ban was needed and that a study would be required which probably could not be completed prior to the cut-off date for Issue 2 applications.

If for some reason you do not have the authority to grant an exemption to this interpretation based on the specifics of the Bartels Road ban, we request that you initiate and expedite the

necessary action to place an official engineering truck ban on Bartels Road-- to be completed in time to be counted as a part of our Issue 2 application.

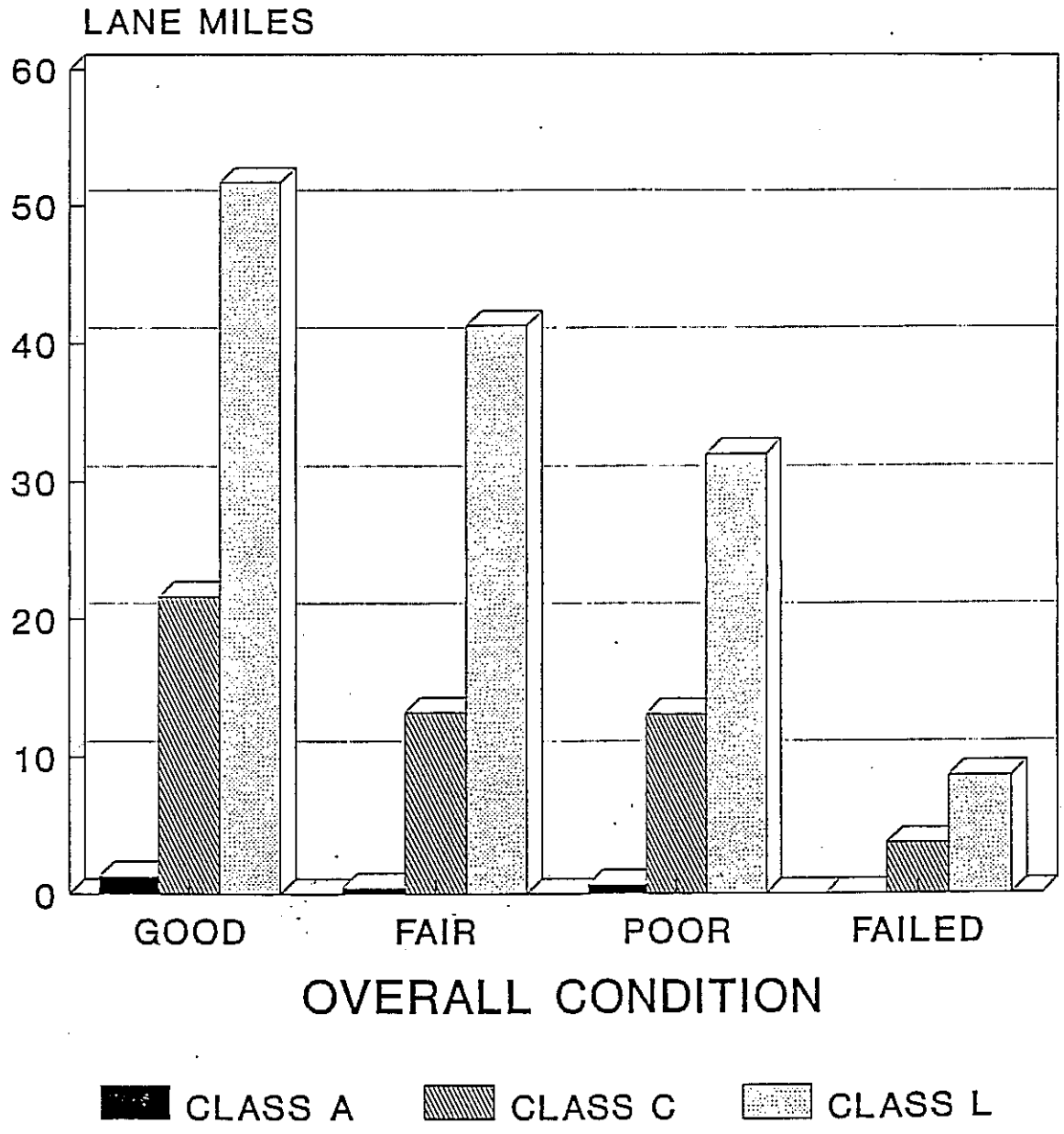
If you or your staff have any any questions please contact me or Dave Sparke.

Sincerely yours,

Henry Dolive
Administrator

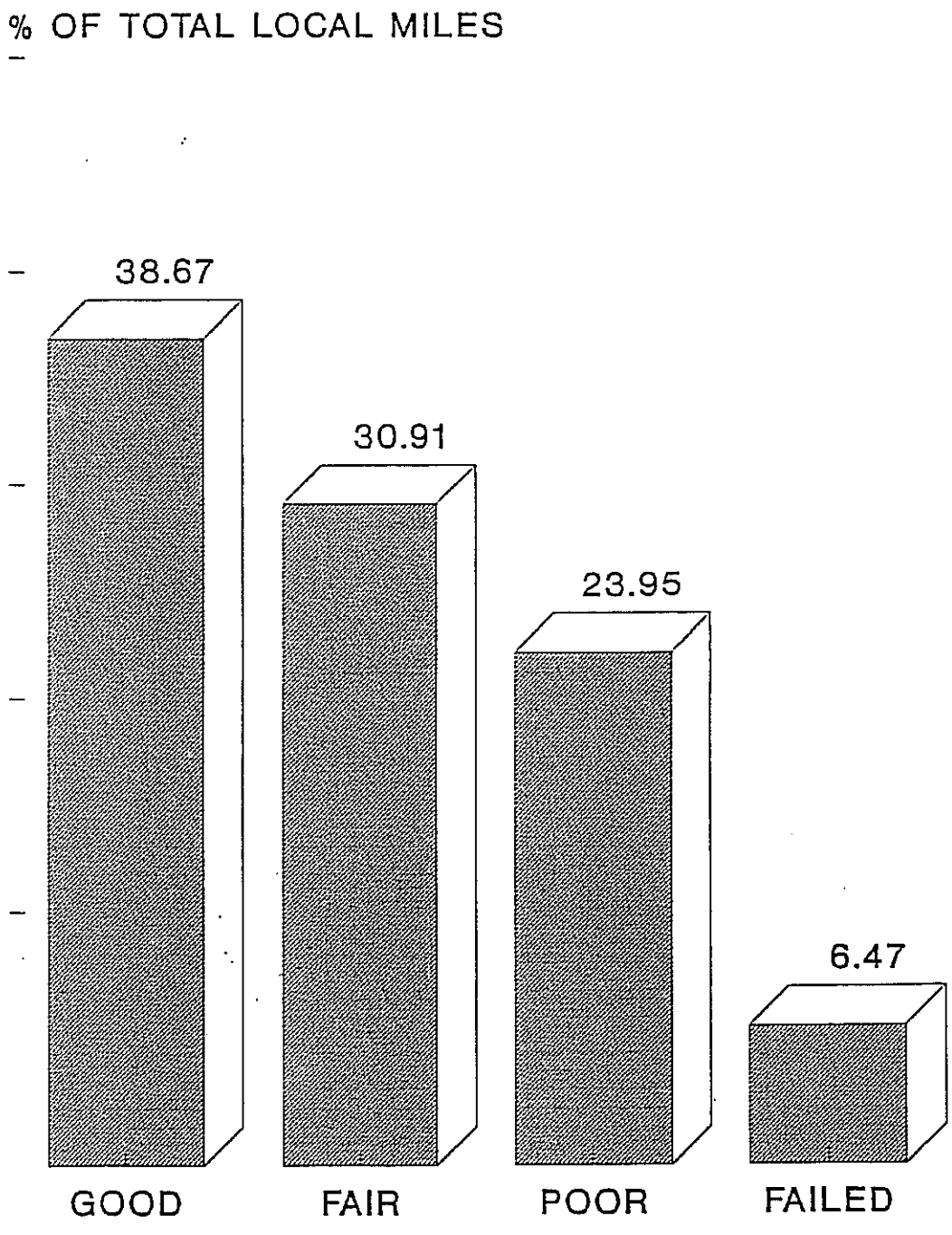
cc: Anderson Township Trustees
Issue 2 Application

OVERALL CONDITION
ANDERSON TWP. PAVEMENT NETWORK



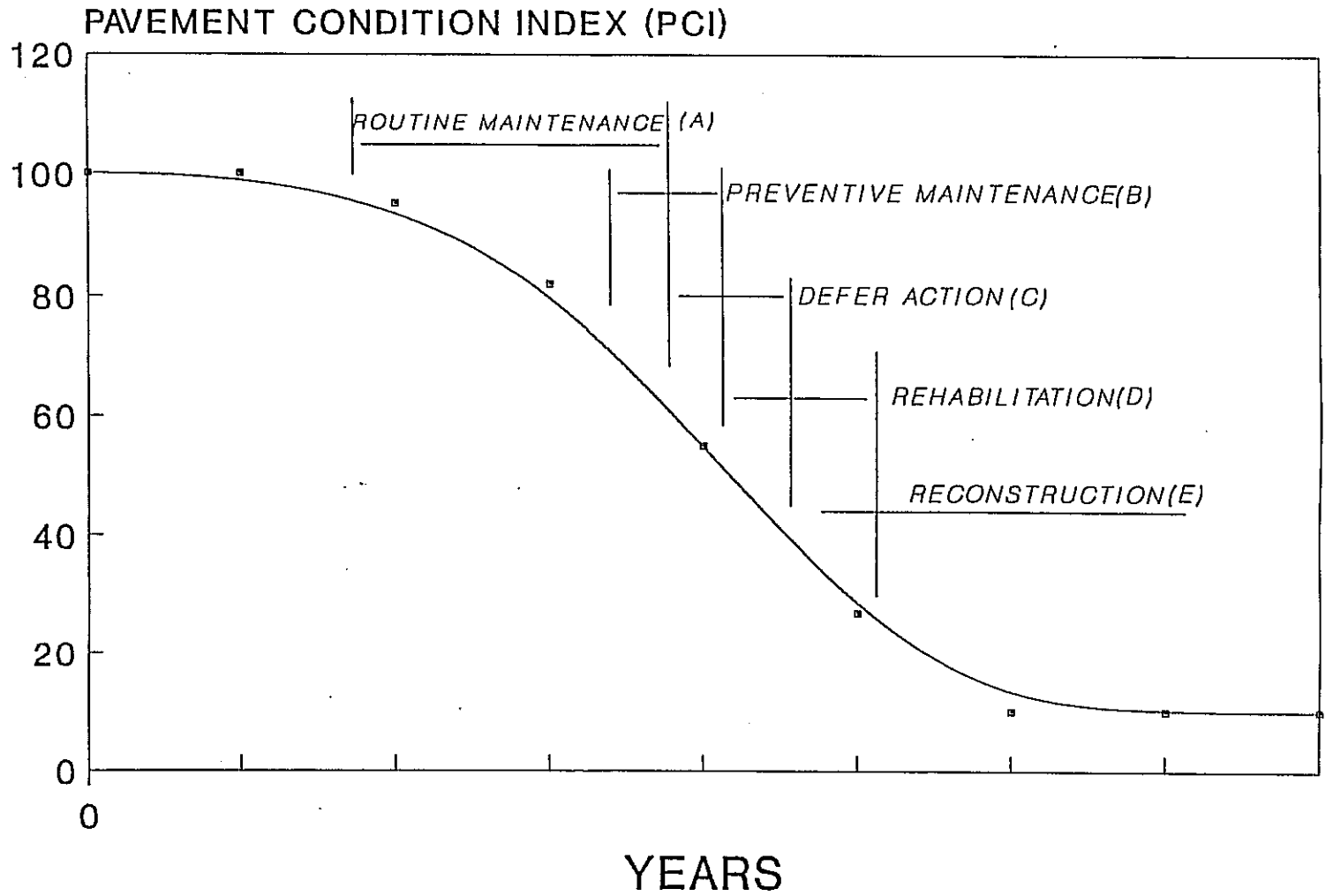
A = Arterial
C = Collector
L = Local

OVERALL CONDITION OF LOCAL STREETS



TOTAL LOCAL MILES = 133.54

MAINTENANCE & REHABILITATION STRATEGIES AS RELATED TO " PCI "



ADDITIONAL SUPPORT INFORMATION

For 1991, jurisdictions shall complete the State application form for Issue 2, Small Government, or Local Transportation Improvement Program (LTIP) funding. In addition, the District 2 Integrating Committee requests the following information to determine which projects are funded. Do NOT request a specific type of funding desired, as this is decided by the District Integrating Committee.

1. Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what percentage can be classified as being in **poor** condition, adequacy and/or serviceability?

   Typical examples are:

   Road percentage= $\frac{\text{Miles of road that are in poor condition}}{\text{Total miles of road within jurisdiction}}$

   Storm percentage= $\frac{\text{Miles of storm sewers that are in poor condition}}{\text{Total miles of storm sewers within jurisdiction}}$

   Bridge percentage= $\frac{\text{Number of bridges that are in poor condition}}{\text{Number of bridges within jurisdiction}}$

   See attached charts

2. What is the condition of the existing infrastructure to be replaced, repaired, or expanded? For bridges, base condition on latest general appraisal and condition rating.

Closed	_____	Poor	_____
Fair	X	Good	_____

Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge); surface type and width; number of lanes; structural condition; substandard design elements such as berm width, grades, curves, sight distances, drainage structures, or inadequate service capacity. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded.

Marginal lane width, (12 ft)

Inadequate berms, primarily on the hill

Marginal site distance when approaching the crown of the hill

3. If State Issue 2 funds are awarded, how soon (in weeks or months) after completion of the agreement with OPWC would the opening of bids occur?

180 Days

Please indicate the current status of the project development by circling the appropriate answers below.

a) Has the Consultant been selected?.....	Yes	/No/	N/A
b) Preliminary development or engineering completed?	/Yes/	No	N/A
c) Detailed construction plans completed?.....	Yes	/No/	N/A
d) All right-of-way acquired?.....	/Yes/	No	N/A
e) Utility coordination completed?.....	Yes	No	N/A

Give estimate of time, in weeks or months, to complete any item above not yet completed.

4. How will the proposed infrastructure activity impact the general health, welfare, and safety of the service area? (Typical examples include the effects of the completed project on accident rates, emergency response time, fire protection, health hazards, user benefits, and commerce.)

This road is traveled heavily by school busses and students along with the general public. These improvements will add to the safety of the road.

5. For any project involving GRANTS, the local jurisdiction must provide a **MINIMUM OF 10%** of the anticipated construction cost. Additionally, the local jurisdiction must pay 100% of the costs of preliminary engineering, inspection of construction, and right-of-way acquisition. If a project is to be funded under Issue 2 or Small Government, the costs of any betterment/expansion are 100% local. Local matching funds must either be currently on deposit with the jurisdiction, or certified as having been approved or encumbered by an outside agency (MRF, CDBG, etc.). Proposed funding must be shown on the Project Application under Section 3.2, "Project Financial Resources". **For a project involving LOANS or CREDIT ENHANCEMENTS, 100% of construction costs are eligible for funding, with no local match required.**

What matching funds are to be used for this project? (i.e. Federal, State, MRF, Local, etc.)

Township

To what extent are matching funds to be utilized, expressed as a percentage of anticipated CONSTRUCTION costs?

10%

6. Has any formal action by a federal, state, or local government agency resulted in a complete ban or partial ban of the use or expansion of use for the involved infrastructure? (Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of new building permits.) **THE BAN MUST HAVE AN ENGINEERING JUSTIFICATION TO BE CONSIDERED VALID.**

COMPLETE BAN ____ PARTIAL BAN __X__ NO BAN ____

Will the ban be removed after the project is completed? YES___ NO___

Document with specific information explaining what type of ban currently exists and the agency that imposed the ban.

No through trucks. (See attached letter) Board of Trustees

7. What is the total number of existing users that will benefit as a result of the proposed project? Use appropriate criteria such as households, traffic counts, ridership figures for public transit, daily users, etc., and equate to an equal measurement of users:

7132 ADT

For roads and bridges, multiply current documented Average Daily Traffic by 1.2 occupants per car (I.T.E. estimated conversion factor) to determine users per day. Ridership figures for public transit must be documented. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by four (4) to determine the approximate number of users per day.

8. The Ohio Public Works Commission requires that all jurisdictions applying for project funding develop a five year overall Capital Improvement Plan that shall be updated annually. The Plan is to include an inventory and condition survey of existing capital improvements, and a list detailing a schedule for capital improvements and/or maintenance. Both Five-Year Overall and Five-Year Issue 2 Capital Improvement Plans are required.

Copies of these Plans are to be submitted to the District Integrating Committee at the same time the Project Application is submitted.

9. Is the infrastructure to be improved part of a facility that has regional significance? (Consider the number of jurisdictions served, size of service area, trip lengths, functional classification, and length of route.) Provide supporting information.

Yes, this is used by 95% of the traffic coming from Newtown, Mariemont, Fairfax, and other communities to Mt. Washington, Anderson Township, and Beechmont Mall.

OHIO INFRASTRUCTURE BOND PROGRAM (ISSUE 2)

LOCAL TRANSPORTATION IMPROVEMENT PROGRAM (LTIP)

DISTRICT 2 - HAMILTON COUNTY

1991 PROJECT SELECTION CRITERIA

JURISDICTION/AGENCY: ANDERSON TWP.

PROJECT IDENTIFICATION:

BARTELS ROAD

PROPOSED FUNDING:

ELIGIBLE CATEGORY:

POINTS

10 1) Type of project

10 Points - Bridge, road, stormwater
5 Points - All other projects

~~5~~ 10 2) If Issue 2/LTIP funds are granted, how soon after the Project Agreement is completed would a construction contract be awarded? (Even though the jurisdictions will be asked this question, the Support Staff will assign points based on engineering experience.)

10 Points - Will definitely be awarded in 1991
5 Points - Some doubt whether it can be awarded in 1991
0 Points - No way it can be awarded in 1991

10 3) What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

15 Points - Poor condition
10 Points - Fair to Poor condition
5 Points - Fair condition

NOTE: If infrastructure is in "good" or better condition, it will NOT be considered for Issue 2/LTIP funding, unless it is a betterment project that will improve serviceability.

4) If the project is built, what will be its effect on the facility's serviceability?

5 Points - Will significantly effect serviceability
4 Points -
3 Points - Will moderately effect serviceability
2 Points -
1 Point - Will have little or no effect on serviceability

5) Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what portion can be classified as being in poor or worse condition, and/or inadequate in service?

10 Points - 50% and over
8 Points - 40% to 49%
6 Points - 30% to 39%
4 Points - 20% to 29%
2 Points - 10% to 19%
0 Points - Less than 10%

6) How important is the project to the health, welfare, and safety of the public and the citizens of the District and/or the service area?

10 Points - Significant importance
8 Points -
6 Points - Moderate importance
4 Points -
2 Points - Minimal importance

7) What is the overall economic health of the jurisdiction?

10 Points - Poor
8 Points -
6 Points - Fair
4 Points -
2 Points - Excellent

8) What matching funds are being committed to the project, expressed as a percentage of the TOTAL CONSTRUCTION COST? Matching funds may be local, Federal, ODOT, MRF, etc. or a combination of funds.

5 Points - More than 50%
4 Points - 40% to 49.9%
3 Points - 30% to 39.9%
2 Points - 20% to 29.9%
1 Point - 10% to 19.9%

MINIMUM 10% MATCHING FUNDS REQUIRED

5

9) Has any formal action by a Federal, State, or loca governmental agency resulted in a partial or complete ban o the usage .or expansion of the usage for the involve infrastructure? Examples include weight limits o structures and moratoriums on building permits in particular area due to local flooding downstream. Point can be awarded ONLY if construction of the project bein rated will cause the ban to be removed.

10 Points - Complete ban
5 Points - Partial ban
0 Points - No ban

6

10) What is the total number of existing daily users that wil benefit as a result of the proposed project? Appropriat criteria includes traffic counts & households served, whe converted to a measurement of persons. Public transit user are permitted to be counted for roads and bridges, but onl when certifiable ridership figures are provided.

10 Points - 10,000 and Over
8 Points - 7,500 to 9,999
6 Points - 5,000 to 7,499
4 Points - 2,500 to 4,999
2 Points - 2,499 and Under

2

11) Does the infrastructure have regional impact? Conside originations & destinations of traffic, size of servic area, number of jurisdictions served, functiona classification, etc.

5 Points - Major impact
4 Points -
3 Points - Moderate impact
2 Points -
1 Point - Minimal or no impact

TOTAL AVAILABLE = 100 POINTS

61